

The Hongkong Telegraph.

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FRIDAY, NOVEMBER 19, 1909

五洋通

號九十月一十英港香

50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND
Sterling \$15,000 at 5% = \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:

Hon. Mr. W. J. Grason—Chairman,
H. M. Tomkins, Esq.—Deputy Chairman,
G. Ballock, Esq., Fr. Lieb, Esq.,
J. W. Bandow, Esq., M. Shadlow, Esq.,
M. G. Barrett, Esq., R. Shaw, Esq.,
G. S. Gabrey, Esq., H. A. Stob, Esq.,
C. R. Lenihan, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON CO. LTD. AND
WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 1 month, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 13th November, 1909. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITY OF PROPRIETORS £1,500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent.
per Annum on the daily balance.

On Fixed Deposits for 12 months, 4 percent.

6 " 2½ "
3 " 2½ "

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [22]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,900,000

Head Office—YOKOHAMA.

Branches and Agencies,

TOKIO. CHEFOO.

KOBE. TIENTSIN.

OSAKA. PEKIN.

NAGASAKI. NEWCHWANG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTUNG.

SAN FRANCISCO. LIOUANG.

HONOLULU. MUDKEN.

ROMRAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED,
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

On fixed deposit—

For 1 month 4½% p.a.

6 " 3½ "

3 " 2½ "

TAKAO TAKAMIGHI,
Manager.

Hongkong, 11th September, 1909. [27]

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP. Sh Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinanfu Tsinhai Yokohama

FOUNDED BY THE FOLLOWING BANKERS AND
BANKERS:

Koenigliche Seehandlung (Preussische
che Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

Si. Blischroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

G.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig

Bayernische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

laid down on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1909. [23]

Banks.

HONGKONG SAVINGS BANK.

H&C Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th January, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,350,000
ABOUT MEX \$7,521,125
RESERVE FUND GOLD \$5,350,000
ABOUT MEX \$7,521,125

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADBARDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 18th April, 1909. [18]

Intimations.

EXTRAORDINARY
BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
18, Queen's Rd. Central.

Hongkong, 27th October, 1909. [39]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 15 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.30 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.30 p.m. to 4.00 p.m. ... Every 15 minutes

4.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 15 minutes

9.30 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.30 a.m. ... Every 15 minutes

11.45 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.45 p.m. ... Every 15 minutes

2.45 p.m. to 3.45 p.m. ... Every 15 minutes

3.45 p.m. to 4.45 p.m. ... Every 15 minutes

4.45 p.m. to 5.45 p.m. ... Every 15 minutes

5.45 p.m. to 6.45 p.m. ... Every 15 minutes

6.45 p.m. to 7.45 p.m. ... Every 15 minutes

7.45 p.m. to 8.45 p.m. ... Every 15 minutes

8.45 p.m. to 9.45 p.m. ... Every 15 minutes

9.45 p.m. to 10.45 p.m. ... Every 15 minutes

10.45 p.m. to 11.45 p.m. ... Every 15 minutes

11.45 p.m. to 12.45 a.m. ... Every 15 minutes

12.45 a.m. to 1.45 a.m. ... Every 15 minutes

1.45 a.m. to 2.45 a.m. ... Every 15 minutes

2.45 a.m. to 3.45 a.m. ... Every 15 minutes

3.45 a.m. to 4.45 a.m. ... Every 15 minutes

4.45 a.m. to 5.45 a.m. ... Every 15 minutes

5.45 a.m. to 6.45 a.m. ... Every 15 minutes

6.45 a.m. to 7.45 a.m. ... Every 15 minutes

7.45 a.m. to 8.45 a.m. ... Every 15 minutes

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Bills.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG"	About FRIDAY, 19th Nov.
and YOKOHAMA	Capt. F. v. Bemmer	
KUDAT and SANDAKAN	"BONNE"	SUNDAY, 21st Nov., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON,	"KLEIST"	WEDNESDAY, 1st Dec., Noon.
ANTWERP and HAMBURG	Capt. O. Pabst	
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY	"PRINZ VALDEMAR"	FRIDAY, 3rd Dec., Daylight.
NEY & MELBOURNE	Capt. F. Iscke	
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About SATURDAY, 11th Dec.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th November, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...TONKIN	Charbonnel	22nd Nov., P.M.	
SHANGHAI, KOBE, YOKOHAMA...POLYNESIEN	Broc	6th Dec., P.M.	
MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnot	23rd Nov., at 1 P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.

Transhipment on the Co's. Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £57.10 up to £71.10, so long' railway from Marsailles to London.

Interpreters meet passengers at their arrival in Marsailles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT.

QUEEN'S BUILDING.

Hongkong, 18th November, 1909.

[9]

Intimations.

MESSAGERIES CANTONaises.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabat (1900 tons 14 knots) Capt. Biernaime

DEPARTURE:

From HONGKONG the Co's. Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.

From CANTON (French Concession, Shamian) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best, Vintage. Meals, \$1.50

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE.—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPICQUE & CO., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamian at about 3 p.m.

Hongkong, 19th November, 1909.

[14]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Leases, Ground. All kinds of Optics. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," etc.

LONDON. GALLOTTA, SHANGHAI,
John Street, Bedford Row, W.C. 59, Bentick Street. 166, Naikin Road.

or telephone, 44 March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

(IN COURSE OF CONSTRUCTION).

Docking Length 513 ft.

Width of Entrance ... 80 "

Water on Blocks 18 "

NO. 2 DOCK.

(IN COURSE OF CONSTRUCTION).

Docking Length 376 ft.

Width of Entrance ... 50 "

Water on Blocks 15 "

NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION).

Docking Length 481 ft.

Width of Entrance ... 63 "

Water on Blocks 21.5 "

CHINESE NAVY INCISE
"MAK-SSEE."

What China needs above all from all those who claim to be her friends is their collective and co-operative assistance in the development of her resources and the solution of the grave economic problems with which she stands confronted. On these grounds we, for our part, welcomed American participation in the new Chinese Railway Loan, however much we regretted the shape which that loan assumed. In Manchuria there is, no doubt, an important field for the development of railway enterprise; and, whilst we cannot overlook the "special" interests which Japan has acquired in that region, we hold that the solution of the Manchurian railway problem lies in the co-operation of foreign capital—American as well as British—diplomacy, can render no greater service in this respect to the commercial and industrial interests of their own people than by helping to attenuate differences between China and Japan, and certainly no two Powers are better qualified to exercise a moderating and conciliatory influence in Peking and at Tientsin. One of the greatest impediments to the economic invigoration of the Chinese Empire—towards which the policy of the United States is, we feel confident, as sincerely directed as that of our own Government—is the spirit of extravagant Chauvinism to which Young China is prone. The despatch of a Chinese Naval Mission entrusted, it is said, with an immediate expenditure of £4,000,000 on ships and ammunition, would be a very disquieting symptom, if we could bring ourselves to treat it seriously; for in the present condition of Chinese finances, when the Peking Government can only make both ends meet by the most ruinous and ephemeral devices, at the cost chiefly of the provinces, such purposeless expenditure would be not merely fatuous, but criminal. Happily, we are quite aware that it is one of the peculiarities of the Chinese to find comfort in vainglorious demonstrations which are supposed to "give face," though all who take part in them are thoroughly conscious of the hollowness of the "make-see" proceeding. We can only hope that this Naval Mission belongs to this class of relatively harmless performances.—Times.

WEATHER FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a DRUM below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below

Indicates a Typhoon to the North-West of the Colony.

Intimations.

THE
CHINA, PROVIDENT LOAN AND
MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,150,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OR WILLS,
ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th March, 1909.

[14]

These signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island—Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock

Waglas

Stanley

Cape Collinson

Tai Po

Shan-Tsui-Ko

Tai Po

Shan-Ki-Wan

Sal Kang

Shan-Tsui-Ko

Tai Po

Shan-Ki-Wan

Tai Po

Shan-Ki-Wan

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessel on demand, by signal from the Signal houses.

F. G. FISH

Dinner

evening

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

CASH SALE

OF

BEDSTEADS
BEDSPREADSCRETONNES
CROCKERY
CARPETSFENDERS
FIRE IRONS

FURNITURE

INDIAN RUGS
JUTE RUGS

TAPESTRIES

COOKING UTENSILS

&c., &c., &c.

NOW

PROCEEDING.

W.M. POWELL,
LTD.House
Furnishers,
HONGKONG.

Hongkong, 1st November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (SATURDAY),
the 20th November, 1909, at 1.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES
Comprising:-

PICTURES, CLOTHES AND HAIR BRUSHES, LADY'S HAND BAGS, LADY'S AND GENT'S BOOTS AND SHOES, CHINA FIGURES, JEWELS, BOXES, TOY WATCHES, WOOLLEN SINGLETS, GLOVES, RUBBER BALLS, DOLLS, HATS, CLOCKS, &c., &c.

Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th November, 1909. [775]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by

PUBLIC AUCTION,
on

THURSDAY,
the 2nd day of December, 1909, at 1 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong,

THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS:

The Properties consist of:-
LOT 1—All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as Section B of Marius Lot No. 34 together with the messuage erections and buildings thereon known as No. 80 Bonham Strand a 1,689 square feet Term 999 years. Annual Crown rent \$30.19.

LOT 2—All that Piece or Parcel of Ground situate at Victoria aforesaid and known and registered in the Land Office as Sub-section 4 of Section B of Marius Lot No. 6 together with the messuage erections and buildings thereon known as No. 6 Bonham Strand. Term 982 years. Annual Crown Rent \$6.00.

LOT 3—All that Piece or Parcel of Ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Sub-section 3 of Section A of Kowloon Inland Lot No. 713 together with the messuage erections and buildings thereon known as No. 38 Shanghai Street. Area 1,018 square feet. Term 75 years. Annual Crown rent \$1,50.

LOT 4—All that Piece or Parcel of Ground situate at Victoria aforesaid and known and registered in the Land Office as Section D of Piaya Reclamation to the Remaining Portion of Marius Lot No. 372 (held under and upon the terms and conditions of two several Agreements relating to the Reclamation) in front of Marine Lot No. 372. Remaining Portion dated respectively the 5th October 1899 and the 9th June 1899 and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong at the one part and Tsun Tak Tong of the other part and between the said Tsun Tak Tong of the one part and His Excellency Sir Henry Arthur Blake, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same of the other part by the first of which Agreements the Governor agreed to grant to the said Tsun Tak Tong his executors, administrators and assigns a Crown Lease of the said premises for the term of 999 years upon the terms and subject to the conditions in the said Agreement mentioned and by the second of which Agreements in consideration of the Governor letting the said Tsun Tak Tong into possession of the said premises the said Tsun Tak Tong agreed (inter alia) to pay to the Governor the annual Crown rent of \$70.00 together with the messuages erections and buildings thereon known as No. 52 Connaught Road West and No. 1 Des Voeux Road West Area 791 square feet. Proportion of Annual Crown rent \$15.50.

For further particulars and conditions of sale, apply to—

Mrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to

Mr. GEO. P. LAMMERT,
The Auctioneer.

Hongkong, 15th November, 1909. [778]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA."

Captain Koze, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 17th November, 1909. [778]

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNNEES

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 15th November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

P. DE CHAMPORIN,
Agent,
NIPPON YUSEN KAISHA,
Hongkong, 16th November, 1909. [779]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.NOTICE TO CONSIGNNEES
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"DENBIGHSHIRE"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra-hazardous Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 20th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown for examination by the Consignee's staff from the earnings of the Northern Railways. Funds thus allowed are insufficient to allow of rapid construction. Seven years are to be occupied in the construction, whereas, if sufficient money were provided, the work might easily be completed in one-third the time.

Kalgau itself is an important trade mart on the outer Great Wall northwest of Peking on the border of the Mongolian plateau. It has for years been the chief depot of the overland trade to Russia. Many Russians have their residences there. It is an interesting city, thronged with Mongols and Chinese, in a district famous even in Marco Polo's time for its vineyards and orchards. The route along which the extension will run is fertile and well peopled. It has been populated within quite recent times chiefly by settlers from Shensi province, among whom are a considerable number of Mahomedans.

THE CHINESE AS SETTLERS.

No race has greater powers of colonization than the Chinese and nowhere have their powers been displayed more strikingly than in their extension into the pasture lands of Mongolia. Along a front several hundred miles in length the Chinese are moving northwards into the Mongol pasture lands at a rate that has been estimated at four miles per annum. Mongols cannot resist this pacific invasion of a people intellectually their superiors, who bring with them their industrial habits, their farming implements, their skill in husbandry. Where a few nomad Mongols earned a scanty subsistence with their herds on untilled soil, now thousands of Chinese are living. Nomadic life is disappearing and agricultural life is taking its place. Villages are being built, schools erected, and the whole Chinese Government is seen at its best in encouraging this agricultural expansion. Land is given to the husbandman and the results are remarkable, for cultivation causes the soil to retain its warmth so that seasons are modified and climate and rainfall undergo change. The time, indeed, seems not remote when the Gobi and Ordos deserts will be invaded and reclaimed. The Kalgan railway and the construction of the projected extension to Kweimucheng will give additional encouragement and assistance to Chinese colonization in Mongolia.

THE NEW RAILWAY.

The Peking-Kalgan railway is the first which has been built in China entirely by Chinese without foreign financial assistance and China is justly proud of her achievement. From Peking the new line runs across the Peking plain to the foot of the Nankow Pass; it secures the pass then, passing Kuanlinhai, the scene of the earthquake of 1772, it goes on past extensive coal regions to the prefectural city Hsiliu, Hsien, and thence to Kalgan. An ample traffic is assured. There has always been an immense traffic between Peking and Kalgan, and the long camel trains bringing down the produce of Mongolia and returning with brick tea were one of the sights of the Far East. Four or five days used to be occupied in the journey along and excusable road of sand and rubble. Now it is a pleasant railway journey of a few hours. Already this railway has added to the prosperity. Chinese are quick to take advantage of their opportunities. Every railway station is becoming the focus of village, Chinese shops and inns and tea-houses, ware-houses, and caravanserais are being run up like magic.

Technical details of this railway are these:-

It has been built from the earnings of the Northern Railways: it is 122 miles long, of standard gauge, with 8-pond rails. The four tunnels through the Nankow Pass are 1,204, 1,104, 403, and 3,565 feet respectively. They were made by hand labour and are lined with dressed stone. The first pierces the limestone near the Chih Yung-kuan, the historical archway dating from 1345, which has a Buddhist inscription cut in six languages; the last and longest tunnel passes 243 ft. below the Great Wall. From the foot of the pass to this tunnel the distance is 12½ miles, and the difference in level is 1,820 ft. For eight miles there is a continuous gradient of one in 30. Up the pass the trains are driven by Mallard compound articulated engines. All the engineers are Chinese, the engineer-in-chief being Mr. James Tien-yow, A.M.I.C.E., a Cantonese graduate of Yale 1876, who served for many years on the Northern Railways under Mr. Kinder. He has had excellent assistants—clever, intelligent, self-reliant young men from several provinces. One, Mr. King-yang, is now engineer-in-chief of the Canton section of the Canton-Hankow Railway; another, Mr. Yen, has a similar position in the railway now under construction from Ichang in Hupeh towards the Szechuan border.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 20th of November, at 9.30 A.M.

All claims must reach us before the 24th of November, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER Lloyd,
MELCHERS & Co.,
General Agents.

Hongkong, 17th November, 1909. [780]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNNEES.

THE Company's Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th of November, will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER Lloyd,
MELCHERS & Co.,
General Agents.

Hongkong, 17th November, 1909. [780]

THE COLONIZING OF MONGOLIA.

The Times Peking Correspondent telegraphs on October 29.—The railway from Peking to Kalgau, which, as I have just telegraphed to you, was opened to-day with much ceremony, is not to end at Kalgau. It is to be extended westwards along the border of the Mongolian plateau to Kweimucheng and thence to Hokou, its port on the Yellow River—a total distance of 275 miles. The route was surveyed last year, and the railway is to be built in the same manner as the present railway by a purely Chinese staff from the earnings of the Northern Railways. Funds thus allotted are insufficient to allow of rapid construction. Seven years are to be occupied in the construction, whereas, if sufficient money were provided, the work might easily be completed in one-third the time.

Kalgau itself is an important trade mart on the outer Great Wall northwest of Peking on the border of the Mongolian plateau. It has for years been the chief depot of the overland trade to Russia. Many Russians have their residences there. It is an interesting city, thronged with Mongols and Chinese, in a district famous even in Marco Polo's time for its vineyards and orchards. The route along which the extension will run is fertile and well peopled. It has been populated within quite recent times chiefly by settlers from Shensi province, among whom are a considerable number of Mahomedans.

THE HONGKONG AVERAGE MARKET PRICES.

Corrected 1st November, 1909, 6s. per 5 Mts.

BUTCHER MEAT.

Gents.

Beef sirloin & primecut—Mei Lung Pa 10

Beef—Ham Ngau Yuk 20

Roast—Shiu 18

Bras—Ngau Lam 15

Soup—Tong Yuk 15

Steak—Ngau Yuk Pa 20

" Shiu—Ngau Lau 30

Sausages—Ngau Yuk Chang 10

Bullock's Brains—Know 10 per set

Tongue fresh—Ngau Li 50 each

" corned—Ham Ngau Li 50 each

Head—Ngau Tau 80

Heart—Ngau Sum 10 per set

Hump, Salt—Ngau Kin 15

Feet—Ngan Kook 10 each

Kidneys—Ngau Yick 10

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Entitiation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALTIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS.

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

[28]

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 19, 1909.

VERBAL FLUX.

It is not so very long ago since the present body of "unofficials appointed" to the Legislative Council might have been described as tongue-tied, either through an excess of modesty or an unwillingness to bore their colleagues. But, lately, the budding statesmen have been emulating their doughty predecessors, who tore Government arguments to tatters and gained great renown among the men-in-the-street for the vigour of their language and the denunciation of officialdom. Of course, the speeches did nobody any harm and indeed were not intended to cause mischief; they simply went off like escaping steam and there the matter ended. When these warriors had left the Colony to enjoy the repose they deserved in the old country the fresh hands sat diffidently acquiescing in the will of the Government. It was an exceptional thing for a Council meeting to last more than an hour, unless when the Budget was introduced, but recent events have changed all that. The financial condition of the Colony has livened up members, so that they must all have their "say" in order to prove their vigilance. There was one meeting which lasted until long after the lights had been raised, and another at which every individual unofficial member gave voice to his feelings, one member, in fact, bringing in the question of the Clock Tower. No doubt there are people who read these tremendous bursts of concentrated eloquence, but they seldom admit the fact. But as we have said, nobody objects to these orations being filed off in the Legislative Council. That is precisely what the Council was intended for and as the united efforts of the unofficial members never affect the Government one way or the other it makes no comment. If a member wishes that his remarks should be framed in Hansard the Government is quite agreeable. If a mem-

ber desires that his views should meet the eye of the Secretary of State the Government never says him nay. And so the game proceeds to the convenience and satisfaction of all concerned. But if we are growing accustomed to the revival of oratory in Hongkong, what must things be like in the United Kingdom at the present time when every tub-thumper is laying down the law with all his might? It seems that members of Parliament are taking the opportunity of airing their opinions to the masses because they cannot find an opportunity of doing so in the House of Commons. And it is painful to find Mr. Cecil Harmsworth writing in the *National Review* to the effect that speeches should be curtailed. One can fancy him with a beautiful speech in his pocket which he is impatiently waiting to deliver when the tactics of the Labour party or the onslaught of the Irishmen prevent him from catching the Speaker's eye. Not only are ordinary members given to wasting the time of the House but ex-Ministers and even Ministers are guilty of the practice. Mr. Harmsworth draws a picture of the Minister or ex-Minister who habitually occupies more time than he need in Parliament. The right honourable gentleman, he says, advances to the table and spreads out his sheaf of notes before him. He holds office now or has held office in some previous administration, and by the custom of the House he is entitled to be called before other members. They have risen in droves, perhaps, from the benches behind him, from the Nationalist and Labour benches, and from the benches on the other side of the House. The right honourable gentleman clasps unmoved the brass-bound box in front of him, and as the other members sink despondently in their places, he proceeds leisurely to embark on an oratorical voyage that may occupy every minute from the tea-hour to dinner-time. It matters little that the subject under discussion is one in regard to which the right honourable gentleman has nothing material to say. The having nothing to say is neither here nor there.—The speech is the thing and the right honourable gentleman holds on his way inexorably regardless alike of the lapse of precious time and of the impatience of other members who are anxious to speak. When the perforation may reasonably be supposed to be near, hope renews itself in other breasts. Alas, there are several perorations. The orator has come to the end of his notes and is trusting to his unassisted command of the English language. "It is a period of anxiety and tension during which the orator circles round and round like another Bleriot, seeking for a safe and definite landing place. When at length the end is reached there is a general sense of relief which is unshared only by those who are still disappointed in their efforts to catch Mr. Speaker's eye. We shall have legislators of the same kind in this country soon, comments the *Bombay Gazette*. They are already made and waiting their opportunity. In England there are private members as well as Ministers and ex-Ministers given to tedious jobbing, and it never by any chance occurs to them they are guilty of disloyalty to their party in wasting time. Yet the fact remains that it is nothing more or less. More-over it is detrimental to national interests, for, in Supply, talk takes the place of examination into balance sheets and accounts and interferes with the ordinary course of business. Fortunately we have not come to such a pass in Hongkong. We may not have much power but we have full liberty to preach any gospel we please for any length of time, always in the sure and certain knowledge that our remarks will be recorded. There is no waiting to catch the speaker's eye here; Every member has fairplay and no favour; and we have even reached such a fine point of etiquette and courtesy that everything is always arranged who will speak first and who will follow and in what order. So that the question of the limitation of speeches which is such a grievous evil in England and is growing one in India concerns us but little. Nevertheless the time might come when the plague should fall upon the Colony, but so long as it is postponed in our time we are content. Drastic measures are proposed to check the nuisance in the House of Commons. Four times since 1880 the House has been obliged to revise its rules for the purpose of expediting public business. Speeches grow long when exciting subjects come under debate and where there is much talk there is little work. In India, says the *Bombay Gazette*, speeches are long on all occasions, in fact their length is generally their only striking feature, and this will have to be borne in mind when the new Legislative Councils come into being, for we may depend upon it one of the first and most rigorous rules to be introduced and enforced will have for its object the curtailment of orations, such as are now permitted in the various Chambers. Sir George Rash was wont to say a man who, in these days, cannot deliver his wot in a quarter of an hour or twenty minutes, does not know his trade and is not fit to be a member of Parliament. Sir Henry Campbell-Bannerman supported and advocated a time-limit for speeches, though he deprecated at

the same time the mixing up of the question of the number of speeches with the question of the length of speeches. "Business of supply," he said in 1902, "is the very time when we ought to give power to a member to get up again and again, and to a Minister to get up again and again." And Mr. Balfour has declared that the time will come when the House will be compelled to adopt some limitation on the "duration of speeches." If it is necessary in the Commons, it will be "more" than necessary in the Indian Councils, though the object with which long speeches are delivered in the two countries differs very greatly. Here our legislators talk for the purpose of impressing their constituents rather than from any desire to affect their colleagues. In the English Parliament when everybody who has anything to say has said it, and the debate begins to fall to those who, in Mr. Gladstone's words, "sometimes rise to the level of mediocrities and more often grovel amidst mere trash in unbounded profusion," there is no doubt whatever as to the obstructive nature of the tactics. By such tactics not only are the proceedings of the House delayed, but an unnecessary strain is put on the patience and even on the health of members. This, at all events, is the opinion of Mr. Cecil Harmsworth.

He proposes that no speeches on the second reading should exceed fifteen or twenty minutes, with the exception of that of the Minister in charge of the business of the House for the time being, of a leader of the opposition and of a leader or appointed spokesman of the Nationalist and Labour parties respectively. Speeches in Committee he would limit to five minutes and in regard to dilatory motions he would apply more drastic procedure, limiting both number and length of speeches. "A disciplinary time-limit would necessitate more careful preparation and the choice of language that should be adequate without superfluity." But the Government and the House are entitled to be protected against the kind of loquacity which merely serves the purpose of wasting time. The closure is an unpopular process and may not last, so other means are advocated. Our Indian contemporary declares in its final sentence: "We believe the necessity for some method of limiting the duration of speeches has been recognised in advance; by the Government of India and the provincial Government and we may with profit study the progress of the efforts being made in England for the efficacious treatment of verbal flux." "Verbal flux" is Good.

LOCAL AND GENERAL.

** The sporting fixtures for to-morrow are crowded out of this issue. Peking telegrams and Canton notes are unavoidably held over for to-morrow.

The No 5 Dock launch has been sold by private treaty.

The fifth wood-lighter, which was built by the Hongkong Dock Co., for the Philippine Government, was lost in the China Sea last week in a storm, while being towed to Macao.

Two Indian constables appeared in the Police Court this morning charged with an alleged assault on a Chinaman. Mr. Goldring appeared for the defendants and the case was remanded. Serious developments are expected.

On the 5th October last, the Colonial Secretary transmitted, for the consideration of the Chamber of Commerce the draft of a Bill entitled an Ordinance to provide for the issue of Government Paper Currency; and inquired whether its provisions were acceptable to the Chamber.

Mr. J. W. Bain, formerly of our evening contemporary and lately a journalist in Shanghai, has been appointed by the Manila Carnival Committee, of which he is a member, to proceed to Australia and "boost" the exhibition in his native land. Mr. Bain leaves for Manila, en route for Australia, to-morrow. Serious developments are expected.

MONDAY-LENDING IN HONGKONG.

SOME REVELATIONS IN THE SUMMARY COURT.

Before Mr. Justice Gompertz (Puisne Judge) in the Summary Court this morning, a promissory note claim was brought against a Chinese clerk by an Indian money-lender. Defendant said he was a clerk in the Post Office and drew a salary of \$80 a month. He had a wife and two children to support and had to pay a monthly rent of \$1.

His Lordship said he would make an order for small monthly instalments.

Mr. J. H. Gardner (for the plaintiff) said it would take one year for the settlement of the debt.

His Lordship said that the defendant was a man in humble circumstances and made out an order for the payment of \$20 at the end of the current month and \$10 in the second instance till the settlement of the debt, the amounts to be paid in monthly instalments.

EARNED A PENSION OF \$7.

In another case, a mother and son were sued by another Indian for \$40, being amount of money lost. It appeared that the son had been out of employment for a period of eight months and the mother received a pension of \$7 from the Government of Macao.

His Lordship ordered monthly instalments of \$2 by each of the defendants.

A SUSPICIOUS CIRCUMSTANCE. Mr. Gardner mentioned a somewhat large claim and said interest was charged at the rate of 4 per cent.

His Lordship—That in itself sounds suspect.

Mr. Gardner—That in itself sounds suspect.

Macao's Delimitation.

CHINESE COMMISSIONER'S CONTENTION.

PORTUGUESE CLAIMS COMBATTED.

ENCOURAGEMENT TO SELF-GOVERNMENT SOCIETY'S ANTI-PORTUGUESE PROPAGANDA.

Seldom in the whole course of the history of foreign intercourse with China, dating back for several centuries, has a more fascinating phase presented itself to the student of events connected with this ancient and most interesting kingdom than that which for the past few months has engaged the earnest consideration of the first European nation to gain a permanent foothold on the threshold of its gates jointly with the country upon which it had reigned for several centuries, has a more fascinating phase presented itself to the student of events connected with this ancient and most interesting kingdom than that which for the past few months has engaged the earnest consideration of the first European nation to gain a permanent foothold on the threshold of its gates jointly with the country upon which it had reigned for several centuries.

CONCESSIONS MADE.

From the very outset of their labours the Portuguese Commissioner sought to prove that he was animated by a desire to make concessions, rather than remain obdurate in his just demands. They had the inalienable right over the entire peninsula of Macao from Barra as the southern boundary to the barrier of Porto do Cercó in the North, reserving as the neutral zone the stretch of land from the barrier to the village of Passaléu (or Pak-shan-lau); also over the islands of Taipa, Coloane, Don Jão, Wung Kum and Lappa. In spite of that fact the Portuguese Government, through the Commissioner, waived their claim over half the island territory which would be partitioned by an imaginary line drawn across from north to south. The yielding of that half of the islands was a concession to avert the possibility of polemical contests and was cited by General Machado as the most salient proof in substantiation of his assertion of the spirit of conciliation by which he was animated.

VOTE OF THANKS TO SIR FREDERICK LUGARD.

Concluding an eloquent address, Sir Joachim Machado thanked his Imperial Chinese colleague for the cordial relations that had been maintained between them during the conduct of the negotiations. He thanked also the Assistant Commissioners and the secretaries for their valued material co-operation, and especially commanded Mr Pedro Nolasco da Silva who, in spite of his having retired from the Civil Service of the Macao Government, so promptly came to assist the Commission with his expert knowledge and intimate acquaintance with the Portuguese, French and Chinese languages, which rendered his efficient interpretation of such exceptional value to the Commission. "And, lastly," Sir Joachim said: "I desire to formally move that a vote of thanks be recorded in the minutes of our proceedings to His Excellency Sir Frederick Lugard, K.C.M.G., the Governor of this Colony, of Hongkong, for the benevolent hospitality which His Excellency has extended to the Commission during all the time that it has sat in this British Colony."

CHINESE COMMISSIONER'S REPLY.

The difficulty of reaching a correct appreciation of the positions, taken up in a conflict of interest where the contending parties are in disagreement, is, in the present instance, fortunately, obviated by the fact that we are situated as to be able to approach the unbiased readers with a presentation of arguments from both sides. It will have been obvious that we have refrained from commentary observations on General Machado's exposition of the case for his Government, and to be perfectly consistent, we refrain also from comments upon the Chinese Commissioner's reported categorical reply.

LAPPA, DON JOAO, AND WUNG KUM.

In his reply to Sir Joachim Machado, H.E. Kao Esh Chien is credited with an elaborate statement to the following effect:—On hearing the Portuguese Commissioner it would appear that his assertions were corroborated by positive proofs; but he (the Imperial Commissioner) felt compelled to affirm with all sincerity that, in reference to the Islands of Taipa and Coloane, although there were vestiges of former Portuguese occupation, it is certain that those islands are not now in entire occupation. As regards the Islands of Lappa, Don Jão and Wung Kum, there does not exist the faintest vestige of Portuguese occupation.

SELF-GOVERNMENT SOCIETY'S UNLICENSED SPEECH.

It was with extreme regret that General Machado felt compelled to lay before His Excellency Kao Esh Chien an expression of his formal protest against the unmeasured and unlicensed language of the Cantonese societies that had been dignified with the euphemistic titles of the "Self-Government Society" and the "Society for the Protection of Boundary Rights." Those societies, he said, were permitted a freedom-of-speech-and-license-of-criticism never before known; speech, moreover, absolutely lacking in veracity in the Societies' discussions expressed in public meetings and circulated broadcast by means of the telegraph and the press, and whose outcome was the engagement of agitators whose business it was to lecture in villages and districts adjacent to Macao with a view of inciting informed and untutored public opinion and fomenting aggression against the Portuguese, without let or hindrance on the part of the Central Government or of the Provincial Authorities in an endeavour to suppress the mischievous anti-Portuguese propaganda.

GENERAL MACHADO OPENS FIRE.

Without attempting to disguise his confirmed belief in the utter futility of prolonging the abortive negotiations, the Portuguese Commissioner stated that, as his Imperial Chinese colleague did not then desire to be the first to address the Commission, he asked to be allowed to start proceedings with his forceful address. Proceeding with his forceful address the Portuguese Commissioner is reported to have said, addressing H.E. Kao Esh Chien: "In short, Your Excellency in your last memorandum, in a manner precluding debate or ex-

postulation, and allowing of no latitude for argument, decisively denied the existence of rights over territory that is most important to the Portuguese Colony. I have thus been led to believe that it was impossible to successfully delimit the boundaries of Macao in conformity with facts established by time, founded on good faith, and in agreement with the letter as well as the spirit of Treaties, due and proper respect to which was prompted by the mutual confidence engendered by common political interests that should govern two friendly neighbouring States. I, therefore, verbally communicated to Your Excellency what I conceived to be the most expedient course, viz., the recommendation to my Government of the submission to arbitration of our differences at issue; and I beg you to make a like recommendation to your own Government."

RECOMMENDATION NOT ACQUIESCED IN.

H. E. Kao, led the Portuguese Commissioners to believe that that course was shut against him and that his instructions were to continue negotiations as heretofore. General Machado reiterated that arbitration was the only and the most practical expedient to resort to in the circumstances as best conducive to the maintenance of the political relations subsisting between the two countries.

"If Your Excellency succeeds in adopting the suggestion for arbitration," said General Machado, "our mission will have attained a most useful purpose and our labours, as repeatedly desired by Your Excellency, will not have been employed in vain."

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ALLEGATIONS AGAINST THE PORTUGUESE DEMANDS.

At the commencement of the deliberations the Portuguese Commissioner unreasonably claimed possession of those islands; but subsequently he declared that he would be disposed to a partition of those islands. Does this not represent a substituted exigent demand for territorial expansion? The Imperial Commissioner cannot fall in with the contention that the partition proposal is a concession on the part of the Portuguese Commissioner.

THE INNER HARBOUR.

As regards the Inner Harbour and territorial waters, they form the natural roadway to Chin-shan (in the district of Hengshan) and without them what need is there for the existence of the Maritime Sub-prefect of Chin-shan? The Assistant Chinese Commissioner, Mr. Hsu, who forms part of this deliberative assembly, at present exercises the functions of Sub-prefect of Chin-shan. If the port belongs absolutely to Portugal what need is there for a maritime sub-prefecture?

COMMISSIONER KAO'S MODERTY.

H.E. Kao Esh Chien represented that he was lacking in sufficient talent and ability to conduct the conduct of negotiations by

himself and would, in consequence, recommend to his Government that the only alternative left him was to appoint another Commissioner to replace him. He sincerely declared that Portugal and China had lived in amity and good will for a considerable period of time and the appointment of a new Commissioner may result in the successful conclusion of an understanding that will put an end to the conflict which had arisen for a long time past.

PERPETUAL TRANQUILLITY AN IMPOSSIBILITY.

If Portugal desires to obtain advantages to China's detriment, the Chinese Commissioner believes, perpetual tranquillity will be an impossibility.

SELF-GOVERNMENT SOCIETY ENCOURAGED.

His Excellency Kao argued that the subjects of a nation had the right to discuss matters which concerned the nation and whose criticism could only be suppressed when they exceeded the limitations prescribed by law. The territories which the Portuguese claimed had not, in reality, any great value in themselves, but it was necessary to respect popular sentiment in regard thereto. [By which the Commissioner evidently alluded to the feelings of the Self-Government Society in the matter.—Ed. H.K.T.] If, perchance, in future there be trouble, what benefit would accrue to either country from such disturbance? Hence the reason for his insistence.

SURRENDER OF TERRITORIAL WATERS URGED.

The Imperial Chinese Commissioner hoped that the Portuguese Commissioner would assume a conciliatory spirit by surrendering the claim to the Inner Harbour and territorial waters so as to enable the reaching of an early solution of the differences forming the bone of contention.

The Imperial Commissioner regretted that he could not be in agreement with the Portuguese representative inasmuch as he was not vested with powers to accept the option of a recommendation for arbitration to his Government; he would, accordingly, limit himself to a communication to his Government wherein he would inform the Ministers at Peking that the Portuguese Government had decided to withdraw from the conference, so that the respective Governments might adopt alternative measures.

If the labours of the Commission had borne no fruit the Imperial Commissioner attributed it to his own lack of ability, but that fact should not militate against the cordial relations subsisting between the two Governments.

AN ADMISSION.

H.E. Commissioner Kao desired to state that the Portuguese had always been just and conciliatory and that the Assistant Commissioners had co-operated with perfect cordiality—a fact which was most pleasing to him.

LAUDATORY APPRECIATION.

The Imperial Chinese Commissioner accorded his thanks to Mr. P. Nolasco da Silva for the able interpretation of his addresses and translation of his memorandums. It was his pleasure to testify to Mr. Nolasco's special knowledge of the subject they were met to discuss, and to record his appreciation of that gentleman's acquaintance with the Chinese, Portuguese and French languages. The Commissioner gave his qualified adhesion to the vote of thanks (moved by his Portuguese colleague) to His Excellency the Governor of Hongkong who had dispensed his most generous hospitality.

ARBITRATION INSISTED UPON.

H. E. General Sir Joachim Machado, after hearing the discourse of the Imperial Commissioner, stated that he felt compelled to insist upon his recommendation to the Lisbon Government to submit the matter in dispute to arbitration so that the Chinese Imperial Government and the other friendly Powers might realize that, in this matter of the delimitation of the boundaries of Macao Portugal was moved by no other desire than to have her rights recognized and the Treaties concluded between Portugal and China faithfully interpreted.

THE CONFERENCE WAS THEN DECLARED CLOSED.

It would appear that H.E. Kao Esh Chien had already given effect to his intentions and telegraphed to Peking to appoint a new Commissioner to replace him. But his recommendation apparently did not find favour with the Prince Regent who, according to a Peking telegram of the 16th inst., approves of the arbitration proposal.

The date of the Portuguese Commissioners' departure from Hongkong on their return to Lisbon has not yet been definitely decided. It may be by the English mail steamer leaving Hongkong on the 27th inst., sailing which H.E. General Machado and suite will take passage by the following mail scheduled to sail on the 1st December.

An enjoyable "At Home" was given on board the Dutch flagship *Konings Repede*, now in port, by Commodore Tydeman and officers of the visiting Dutch squadron yesterday afternoon. Among the visitors to the Dutch flagship were H. E. the Governor, H. E. Major-General Broadwood; Commodore Lyon and several naval and military officers. The leading citizens also availed themselves of the Commodore's hospitality, everybody thoroughly appreciating the cordial welcome extended to them.

To-day's Advertisement.

S.S. "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE TO CONSIGNEES

CONSIGNEES of cargo from London ex *Dordogne*, from Havre ex *s.s. Medee* and from Bordeaux ex *s.s. Ville de Côte*, in connection with above steamer are hereby informed that their goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bill of Lading will be countersigned by the Under-signed. Goods remaining unclaimed after THURSDAY, the 26th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th November, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 24th instant, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPORIN,
Agent.

Hongkong, 19th November, 1900.

[350]

Intimations.

TRY OUR

CORNED BEEF

and

CORNED PORK.

THE

DAIRY FARM CO.,

LIMITED.

Hongkong, 16th November, 1900.

[350]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED
FROM ALL WINE DEALERS

[350]

YUEN HING,

NO. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, FLOWERS,
WARE, &c.

all of the best quality.

Hongkong, 1st August, 1900.

[350]

POPULARITY THE PRIZE OF PERFECTION.

THE HIPPODROME CIRCUS

AND MENAGERIE.

EVERY EVENING AT 9 P.M.

CAUSEWAY BAY.

DIRECT FROM EUROPE.

THE MARVELLOUS CARPIE BROS.

ROCCOCO THE CONTINENTAL AUGUSTE

AND THE GREAT AND ONLY DALBENIE.

ALL NEW TO HONGKONG.

NEXT MATINEE TO-MORROW AT 4 P.M.

Plan at ROBINSON PIANO CO., LTD.

K. BYSACK, Proprietor and Manager,
Carlton Hotel.

[350]

DO NOT BE LED ASTRAY.

ENGLISH ALE IS THE BEST AND
CHEAPEST, MOST REFRESHING,
PURE AND NOURISHING.

Burton-on-Trent ALE and STOUT in Patent
Jars of 1, 2, 3 and 5 Gallons.

A GALLON—6 QUART BOTTLES.

\$1.25 per Gallon.

NOTE.—Jars are charged for and costs refunded on return of Jars
in good condition.

H. PRICE & CO., LTD.,

WINE MERCHANTS

Telephone 125.
Hongkong, 16th November, 1900.

[350]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, From St. John, N.B.

"MONTEAGLE" SUNDAY, NOV. 21ST.

"EMPEROR OF INDIA" SATURDAY, DEC. 4TH.

"EMPEROR OF JAPAN" SATURDAY, JAN. 1ST.

"EMPEROR OF CHINA" SATURDAY, JAN. 30TH.

"MONTEAGLE" TUESDAY, FEB. 13TH.

"EMPEROR OF IRELAND" SATURDAY, FEB. 16TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 22 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oceania" class of Saloon Passengers (tarmed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GARDIEN, General Traffic Agent,

Corner Fetter Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION):

For	Steamship	Op
SHANGHAI	FOOSHING	SUNDAY, 21st Nov., Daylight.
TIENTSIN (probably our last steamer)	CHIPIOSHING	TUESDAY, 23rd Nov., 4 P.M.
SANDAKAN	MAUSANG	THURSDAY, 25th Nov., 4 P.M.
MANILA	LOUNGSANG	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	TUESDAY, 30th Nov., 3 P.M.
SGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 21st Dec., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 Days).

The steamers *Kaitang*, *Nanmei* and *Fookong* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchow, &c.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Daru, Simperis, Tawau, Usukan, Jesseston and Labuan.

For Freight or Passage, apply to: JARDINE MATHERSON & CO., LTD., General Managers.

Hongkong, 19th November, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS.	TO S.O.L.
SHANGHAI	"LINAN"	21st Nov., Daylight.
MANILA	"TEAN"	23rd 3 P.M.
CEBU & ILCOLO	"SUNGKUANG"	23rd 4 P.M.
SAMARANG & SURABAYA	"YINGCHOW"	23rd "
SHANGHAI	"OHINHUA"	25th "
SHANGHAI	"CHRMAN"	26th Daylight.
TIENTSIN	"XUECHOW"	26th 4 P.M.
MANILA	"TAMING"	30th 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	30th 4 P.M.
AUSTRALIAN PORTS	"AHUI"	2nd Dec., Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.	"LINTAN" and S.S. "SANUI".	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Timorians Ports.

MANILA-TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SREW STEAMERS (*Anhui*, *Chewan*, *Linan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai, direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIBB, AGENTS.

Hongkong, 19th November, 1909.

HONGKONG—MANILA.**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED**

Steamship.	Tons	Capitals.	For	Sailing Dates.
ZAFIRO	5540	R. Rodger	MANILA	SATURDAY, 20th Nov., 12 Noon.
RUBI	5540	R. W. Almond		SATURDAY, 27th Nov., 12 Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., LTD. GENERAL MANAGERS.

Hongkong, 19th November, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross..... Sail 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " 15th Feb., 1910, at Noon.

For particulars, apply to

K. MATSDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1909.

[147]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on TUESDAY, the 23rd November, 1909.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 16th November, 1909. [73]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, Ceylon, Australia, India,
ADM. EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, etc. in London on 8th January, 1910.

Packets will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th November, 1909. [14]

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above on 26th Inst.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., LTD., Agents.

Hongkong, 1st November, 1909. [72]

HONGKONG—NEW YORK.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Pitcher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th November, 1909. [76]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Capita. Sailing Date

Asymere ... 4,365 J. Boyd 1909

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 18 11/16

Do demand 18 1/8

4 months' sight 18 15/16

France—Bank T.T. 2 1/2

America—Bank T.T. 42

Germany—Bank T.T. 76

India T.T. 1 1/8

Do demand 28

Shanghai—Bank T.T. 75

Singapore—Bank T.T. per H.K. 100 73

Japan—Bank T.T. 64

Java—Bank T.T. 104

Buying.

4 months' sight L/C 1/9

6 months' sight L/C 1/9

30 days' sight San Francisco & New York 43

4 months' sight do 44

30 days' sight Sydney & Melbourne 48

4 months' sight France 52

6 months' sight 124

4 months' sight Germany 11

Bar Silver 13 5/16

Bank of England rate 5%

Govt. 11 5/8

SHIPPING AND MAIIS

MAILS DUE

Indian (Lightning) 20th inst.

French (Tonkin) 22nd.

Indian (Astron Afric) 2nd inst.

India (Namsang) 5th inst.

Indian (Laitzim) 3rd prox.

The N.S. Bernstorff from Antwerp, Middlesbrough, left Singapore yesterday, for this port.

The N.Y. K.S. Wakas Maru, European Line, left Shanghai for this port on 19th inst., and is expected here on 22nd inst.

The N.Y. K.S. Sawaki Maru, European Line, left Singapore for this port on 19th inst., and is expected here on 23rd inst.

The I.C.S. N. Co.'s Latting left Calcutta for this port via the Straits on 17th inst., and may be expected here on 3rd prox.

The N.Y. K.S. Shiman Maru, American Line, left Singapore for this port via Moji and Shanghai on 19th inst., and is expected here on 28th inst.

THE WEATHER.

The following report is from Mr. F.G. Figg, Director of the Hongkong Observatory:

On the 19th at 6 a.m.—Signals lowered.

At 12.10 p.m.—The barometer has risen slightly over S. China and at the stations around the China Sea.

The typhoon is apparently slowly filling up in the neighbourhood of the Maclesfield Bank.

The depression lying of Hokkaido yesterday has moved away over the Pacific.

The barometer has fallen again in N. China, another depression having appeared over Manchuria.

Pressure is highest over the Yangtze valley.

N. and N.E. gales may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong—Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. to N.E. winds, strong; fair, equally.

2.—Formosa Channel, N.E. gale.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. gale.

Shipping.

Arrival.

Perlak, Dutch s.s. 1,087, Swart, 18th Nov.—Armen 16th Nov., Oil.—A.P. & Co.

Comet, Br. barque, 2,892, W. J. Davis, 18th Nov.—from New York, Petroleum.—S.O. Co.

H. Immer, Br. s.s. 636, J. W. Evans, 19th Nov.—Swatow 16th Nov., Gan—D. L. & Co.

Eskdale, Br. s.s. 1,946, G. W. Duff, 19th Nov.—Moli 12th Nov., Coal.—D. & Co., Ltd.

Fukuro Maru, Jap. s.s. 1,046, S. Kumawaki, 19th Nov.—Moli 14th Nov., Oil.—M. B. G. K.

Loyal, Ger. s.s. 1,137, F. Natzins, 19th Nov.—Chesoo 11th Nov., Gen.—S. W. & Co.

Empress of India, Br. s.s. 3,032, A. Hallay, 19th Nov.—Vancouver and Shanghai 17th Nov., Mail and Gen.—O. P. R. Co.

Clearances at the Harbour Office.

Holoard, for Hoibow.

Postage, for Swatow.

Prometheus, for Swatow.

Jacob Diederich, for Haiphong.

Keween, for Tonkine.

Tsuu Maru, for Shanghai.

Huichow, for Swatow.

Yuenlong, for Manila.

Kamo Maru, for Nagasaki.

Prifijo, for Haiphong.

Homay Maru, for Singapore.

Chipping, for Canton.

Loyal, for Canton.

Hau, for Kwong-chow-wan.

Langhow, for Tsintau.

Departures.

Nov. 19.

Kumari, for Shanghai.

Sweta, for Shanghai.

Childer, for Bangkok.

Frithjof, for Haiphong.

Keween, for Tonkine.

Perla, for Singapore.

E. F. Ferdinand, for Shanghai.

Jacob Diederich, for Haiphong.

Keween, for Tonkine.

Tsuu Maru, for Shanghai.

Liongchow, for Chitao.

Kamo Maru, for Japan.

Mefso, for Shanghai.

Haihan, for Coast Ports.

Hokkaido, for Tsintau.

Chipping, for Canton.

Perla, for Canton.

Passenger arrived.

Per Helmsen, from Swatow—Mrs. Mallin, and 79 Chinese.

Shipping Report.

St. Edouard, from Moji—Formosa Channel strong N.E. wind. Brothers to Hongkong fresh.

M. Nagai, high seas.

VESSELS IN PORT.

STRANGERS.

Augbin, Ger. s.s. 1,001, C. Kimpel, 1st Nov.—Bangkok 7th Nov., Rice.—B. & S.

Avyan, Br. s.s. 1,000, D. MacLean, 1st Nov.—Shanghai 5th Nov., Gen.—B. & S.

Borneo, Ger. s.s. 1,340, F. Sembill, 1st Nov.—Sandakan 6th Nov., Timber and Gen.—M. & Co.

Bouton, Fr. s.s. 901, Le Bail, 1st Nov.—Saigon 6th Nov., Rice.—Van Fat.

Datu Maru, Jap. s.s. 900, H. Murayama, 1st Nov.—Swatow 6th Nov., Gen.—O. S. K.

Devawongse, Ger. s.s. 1,057, F. Rehwald, 1st Nov.—Bangkok 3rd Nov., and Swatow 12th Nov., Rice.—B. & S.

Foobing, Br. s.s. 1,413, T. Lisbano, 1st Nov.—Samavaeng 2nd Nov., Sugar.—J. M. & Co.

Germania, Ger. s.s. 1,000, H. Flugel, 1st Nov.—Manila 10th Oct., Gen.—S. & Co.

Halvard, Nor. s.s. 1,066, C. Andersen, 1st Nov.—Bangkok via Hoibow 1st Nov., Gen.—Aagard, Thoresen & Co.

Hochiminh, Fr. s.s. 1,056, G. S. Weigall, 1st Nov.—Sandakan 3rd Nov., Timber and Gen.—M. & Co.

Matsuwa, Br. s.s. 1,016, G. S. Weigall, 1st Nov.—Sandakan 3rd Nov., Timber and Gen.—M. & Co.

Monteagle, Br. s.s. 1,053, S. Robinson, 17th Nov.—Vancouver 22nd Oct., and Shanghai 14th Nov., Mails and Gen.—C. P. R. Co.

Phibun, Fr. s.s. 1,053, F. Iske, 1st Nov.—Sydney 21st Oct., Gen.—M. & Co.

Prometheus, Nor. s.s. 1,24, H. Jenson, 14th Nov.—Bangkok 8th Nov., Rice and Wood.—Agard, Thoresen & Co.

Rajah, Ger. s.s. 1,001, H. C. Reher, 13th Nov.—Rajah (Borneo) 5th Nov., Timber.—H. & S.

Soudan, Br. transport, 6,680, Luckyan, 1st Nov.—Ching-wan-tan 2nd Nov., Ballast.

T. & P. O. S. N. Co.

Tianfu, Chi. s.s. 1,400, Johnlinen, 7th Nov.—Tsing-tau 1st Nov., Salt.—Waleman & Co.

Yawata/Maru, Jap. s.s. 4,360, K. Sakuma, 13th Nov.—Moj 6th Nov., Coal.—M. B. K.

Zafiro, Br. s.s. 1,629, R. Rodger, 16th Nov.—Malta 13th Nov., Hemp and Gen.—S. T. & Co.

SAILING VESSELS.

Juteopolis, Br. 4-masted barque, 2,651, F. Dowd, 14th Oct.—Canton 13th Oct.

Ballast.—S. O. Co.

Lyndhurst, Br. ship, 2,144, Parson, 16th Oct.—Canton 15th Oct., Ballast.—S. O. Co.

Steamers Expected.

Vessels.

From.

Agents.

Due.

November 19, 1900, a.m.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOUR & Co. Connected to noon : later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION FOR EACH DOLLAR INVESTED IN THE YEAR'S DIVIDEND.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,100,000 \$15,100,000 \$150,000}	\$2,001,819	{ Interim of 5% for account 1909 @ ex-1/9 = \$22,72	4 %	599½ sellers London £91.5/-
National Bank of China, Limited	90,925	7	4	2,400	\$30,552	\$2 (London 3/6) for 1903 .....	...	565 buyers
MARINE INSURANCES.						None	7 %	516½ sales
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,560,000 \$354,683 \$302,79 \$181,000}	Tls. 160,513	\$10 for 1908	51 %	Tls. 160 buyers
North China Insurance Company, Limited	10,000	15	4.5	Tls. 150,000		Interim of 7/6 for 1908	51 %	Tls. 160 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,174,748 \$105,249 \$602,609}	\$2,464,931	{ Float of \$17 making \$47 for 1907 and Interim of \$30 for 1908	51 %	\$850 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$7 7,047	\$12 and bonus \$3 for 1907	7 %	\$230 sellers
FIRE I.							...	
China Fire Insurance Company, Ltd.	70,000	\$100	\$10	\$1,000,000	\$175,341	\$6 and bonus \$3 for 1907	7 %	\$115 sellers
Hongkong Fire Insurance Company, Limited....	8,000	\$250	\$50	\$133,302	\$168,711	\$27 for 1907	7½ %	\$375 sellers
SHIPPING.							...	
Chion and Manila Steamship Company, Limited....	30,000	\$25	\$15	\$7,000	\$1,085	\$1 for 1906 .....	...	\$85 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$30	\$264,658	Nil	\$1 for year ending 30.6.1908	7 %	\$33 sales
Hongkong, Canton &acao Steamboat Co., Ltd ...	80,000	\$15	\$15	\$50,000	\$21,170	Interim of \$14 for account 1909	71 %	\$30 ss. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000	25	6.5	\$22,645		6/- for 1907 on Preference shares only @ ex-1/9 1/16 = \$3.154 .....	...	565 buyers
"Shelli" Transport and Trading Company, Limited....	2,000,000	4.1	4.1	\$240,000		Final of 3/- for 1908 and interim of 1/- for 1/1909 .....	...	70/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$6,817	\$1 for 1909	4 %	\$26 sales
REFINERIES.						\$100 for year ending 10.4.1909	31 2	\$141
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000	Dr. \$1,758	\$5 for year ending 31.12.08	34 %	\$157 buyers
Lux-Sugar Refining Company, Limited	7,000	\$1	\$100	\$56,848		215		
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	none	Tls. 100,000			
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	4.1	4.1	\$195,000	Dr. \$135,891	\$2 for 1897 .....	...	\$20 buyers
Raub Australian Gold-Mining Company, Limited	150,000	1	18/10	\$194,289	Tls. 9,17	Tls. 3 for year ending 31.12.08 .....	...	Tls. 30 sales
DOCKS, WHARVES & GODDOWNS								
Fenwick (Gos.) & Co., Limited	18,000	\$25	\$15	\$18,936	Dr. \$1,43	Final of 1/6 making 3/- for 1909	7 %	Tls. 19½ sales
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000	Dr. \$1,191	No. 12 of 1/- = 48 cents .....	...	\$7½ sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$56,866				
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$40,000				
Shanghai and Hongkew Wharf Company, Limited....	36,000	Tls. 10	Tls. 100	\$588,442				
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 100	Tls. 1,434	\$1.75 for year ending 31.12.08 .....	...	\$22
Central Stores, Limited	50,123	\$15	\$15	\$15,000				
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$14,877				
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$14,18				
Humphreys Estate & Finance Company, Limited	50,000	\$1	\$1	\$250,000				
Kowloon Land and Building Company, Limited	150,000	\$1	\$1	\$222,192				
Shanghai Land Investment Company, Limited	6,000	\$50	\$50	\$41,651				
West Point Building Company, Limited	78,000	Tls. 50	Tls. 50	\$278				
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	\$150,000	Tls. 1,434	Final of Tls. 6 for year ending 31.12.08	7 %	Tls. 12½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$15,000		Interim of Tls. 3 for account 1909	8½ %	\$14 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$15,000		Interim of Tls. 3 for account 1909	8½ %	Tls. 14½ sales
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	\$15,000		50 cents for year ending 31.12.08	6 %	\$6 sales
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$15,000				
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500		15% per share for 1908 .....	...
China-Borneo Company, Limited	60,000	\$12	\$12	\$140,000		\$1.20 for 1.10.8	9 %	\$10 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$140,000		50 cents for year ended 28.2.06 .....	...	\$12½ sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	\$140,000		80 cents for 19.8	8 %	\$6 sales
Dairy Farm Company, Limited	40,000	5/8	50	\$1,000		\$1.70 for year ending 31.12.09	8½ %	\$16½ buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000		Interim of 35 cents for account 1909	8½ %	\$7½ ss. and b.
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000		8 cents for year ending 31.12.08	8 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$100		\$1 and bonus 10 cts. for year ending 29.2.00	6 %	\$20½ sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none		Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$25	\$25	\$20,000		Interim of \$1 for account 1909	8½ %	\$23 sales
Maastrichtij (M. J. M. Bosch en Landbouwex ploniate to Lengket, Limited	25,000	Gr. 100	Gr. 100	\$20,000	Tls. 1,434	Third of quarterly of Tls. 13½ for account 1909	10 %	Tls. 70½ sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000		80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13½ ss. and b.
Philippine Company, Limited	50,000	\$10	\$10	\$20,000		None	3 %	\$14 buyers
Shanghai-Sumatra Tobacco Company, Limited	75,000	\$10	\$20	\$20,000				
South China Morning Post, Limited	30,000	Tls. 20	Tls. 20	\$10,000				
Steam Laundry Company, Limited	6,000	\$35	\$25	\$15,000				
Union Waterboat Company, Limited	40,000	\$10	\$10	\$15,000				
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$15,000				
Watson (L.S.) & Co., Limited	90,000	\$10	\$10	\$15,000				
William Powell, Limited	15,000	5/7	5/7	none				
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid).	1,500,000	2/1	2/1	none				
Balgowrie Rubber Estate, Limited	20,000	5/1	5/1	none				
Castilefield Rubber Estate, Limited	32,650	\$1	\$10	\$7,400				
Damansara (Selangor) Rubber Co.	11,000	2/1	2/1	none				
Golconde Malay Rubber Co.	8,000	2/1	2/1	none				
Hughland & Lowland Para. Rubber Co. (fully paid).	181,654	2/1	2/1	none				
Kamuning (Perak) Rubber Tin & Co.	125,541	2/1	2/1	none				
do. do. A shares	950,000	1/1	1/1	\$7,784				
do. do. B shares	1,025,000	2/1	2/1	none				
Kuala Lumpur Rubber Co., Limited	180,000	2/1	2/1	none				
Linggi Plantations, Limited (ordinary)	900,000	2/1	2/1	none				
do. do. (2% pref)	10,000	2/1	2/1	none				
Ragalla Rubber Company, Limited (ordinary)	22,500	2/1	2/1	none				
Ledbury Rubber Estate, Limited	2,500	2/1	2/1	none				
do. do. (2% pref)	6,000	2/1	2/1	none				
Sagga Rubber Company, Limited	40,000	2/1	2/1	none				
Sandycroft Rubber Company	20,000	2/1	2/1	none				
Sekong Rubber Company, Limited	1,000	2/1	2/1	none				
Shelford Rubber Estate Limited	80,000	2/100	2/100	\$10,000</td				